

Meeting Record

**MPO Technical Committee Meeting
Tuesday, August 5, 2003
Room 113, City County Building
Lincoln, Nebraska**

MEMBERS AND OTHERS

Allan Abbott, Roger Figard, Karl Fredrickson, Randy Hoskins,

IN ATTENDANCE:

Larry Worth, (Public Works/Utilities), Marvin Krout (Planning), Don Thomas - (County Engineering), Randy Peters, Ron Schlautman, (representing Steve McBeth), James Miller (representing Eldon Poppe), Rich Ruby, (NDOR), Mark Wullschleger (Urban Development), Jon Large (representing John Wood - Airport Authority)

OTHERS:

Kent Morgan,, Mike Brienzo, Brian Praeuner, Karen Sieckmeyer (Public Works/Utilities), Phyllis Hergenrader, (Friends of Wilderness Park)

STATED PURPOSE

OF THE MEETING:

Technical Committee Meeting

Allan Abbott called the meeting to order and roll was taken.

Agenda Item No. 1 - Review and action on the draft minutes of the May 8, 2003, Technical Committee Meeting.

Mark Wullschleger made a motion to approve the minutes, Don Thomas seconded. Motion carried unanimously.

Agenda Item No. 2 - Review of Technical Committee By-laws and Election of Chair and Vice-Chair. According to the Bylaws, the term of office is two years with a maximum of two consecutive terms. The Chair is to be elected from the County or City representatives. Duties are to preside at all Committee meetings, call meetings as needed and appoint subcommittees.

Mike Brienzo explained that he had been approached as to what the necessary steps would be to amend the bylaws. Mike included a copy of the bylaws in the packet. According to the bylaws, if the item is not specifically listed, Roberts Rule of Order shall apply. If we were to adjust the terms of office or eliminate the restrictions on the terms of office, according to Roberts Rules of Order, they may be amended at any regular business meeting by a vote of the majority of the entire

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membership. There are 15 members of the Technical Committee so the bylaws can be amended by an 8 vote count.

The item up for election is the chair and vice-chair. The current rules indicate that only two consecutive terms can be served. For the record, Marvin Krout is the one who raised the question. Marvin thought that Allan had done such a good job that he should continue to be Chair. Marvin's first question is what would it take to eliminate the requirement for a maximum number of terms of office. Marvin shared with the committee that it has been his experience that in a Technical Committee like this for the MPO, there are permanent officers. As an example, the Planning Director is the secretary for the Planning Commission. Since the MPO resides officially with Public Works/Utilities Department, it seems it would make sense for its Director to be the Chair of the Technical Committee for the preparation of agendas, bringing the work forward to this committee and keeping the minutes. As for the Vice-Chair, Marvin said that he would be glad to do it if no-one else volunteers or if there are any other suggestions. Don Thomas asked how we amend the by-laws. Allan said a motion would have to be made to change the bylaws to indicate that the Chair of the Technical Committee would be the Director of Public Works/Utilities as long as the MPO resides within Public Works/Utilities.

Discussion was held on whether we wanted to vote on this amendment now or publish it in the paper.

Roger Figard stated that if that motion was to be made, it should also say that the Vice-Chair position would be held by the Director of the Lincoln-Lancaster County Planning Department. Roger sees a definite value in keeping the relationship and coordination between Public Works/Utilities and Planning together. Marvin Krout said that he would accept that.

Roger Figard made a motion to change the bylaws to indicate that the Chair of the Technical Committee would be the Director of Public Works/Utilities as long as the MPO resides within Public Works/Utilities and the Vice-Chair would be the Director of the Lincoln Lancaster County Planning Department, Larry Worth seconded. Motion carried unanimously.

Agenda Item No. 3 - Review and action on the Lincoln-Lancaster FY 2003-2004 Unified Planning Work Program for Transportation Planning. (report enclosed)

Mike Brienzo explained the Unified Planning Work Program which is the transportation planning for the next fiscal year. This is not restricted just to transportation projects but anything that relates to transportation, such as land use, subarea planning, air quality, flood plain programs, and Air Noise Part 150 Studies for the Airport. The Unified Work Program is organized for the purpose of getting Federal funding and to relay and coordinate information on major projects in the planning area.

Mike went on to explain the major features of the program. Mike asked if there was any questions. Randy Peters asked where you could learn more about the congestion management system. Mike

indicated that the Long Range Transportation Plan has a section on transportation system management which is rather extensive. We monitor the transportation system on an ongoing basis.

The request is for Technical Committee Approval. Allan said this will go to the Officials Committee next for their approval.

With no other questions, a motion was made by Marvin Krout to recommend approval by the Technical Committee of this document, seconded by Karl Fredrickson. Motion carried unanimously.

Agenda Item No. 4 - Staff briefing on the Community Mobility Review and Multimodal Transportation Study for Lincoln and Lancaster County. This study is to consider alternative approaches to providing professional transportation services, possible characteristics of service levels. and funding options best serving our community objectives.

Kent Morgan handed out information regarding the Multi-Modal Transportation Task Force (attached). Kent briefly explained the Statement of Study Intent; identified the Task Force and Staff Resource Panel; reviewed the plan study schedule; and described the Working Scope of Services.

Agenda Item No. 5 - Other topics for discussion.

Allan Abbott brought up the subject of Personal Rapid Transit. There are two different views on this topic. The Planning Commission had elected not to include a discussion of Personal Rapid Transit (PRT) as a mobility option to be considered for inclusion in the Comprehensive Plan. As the amendments came forward, the County Board agreed with the Planning Commission not to include Personal Rapid Transit in the Plan but the City Council disagreed with the Planning Commission and did in fact make an amendment that would allow the study of a Personal Rapid Transit System as part of this Mobility Study. That brings us to a slight technical situation in that we have a plan where the County said no and the City said yes. The question is, what wording has to be placed in the plan to be 1) acceptable to the Officials Committee and 2) acceptable to the Federal Highway Administration. The last thing we would want to do is go forward with a technicality causing a problem. Allan asked Mike Brienzo to bring us up to date on the feeling of the Federal Highway Administration.

Mike saw the concern was that the County does not want a statement on Personal Rapid Transit in the plan. This is the first time we have one statement in the plan that was adopted by the City Council and not adopted by the County Board. He did not view this as a significant issue since the statement included by the Council was more descriptive than substantive and provides direction within the mobility study. He did not see this as a funding or policy issue.

Ron Snowden, from the Federal Highway Administration, said that Steve Burnham had briefed him and there is nothing wrong with the City wanting to go ahead and study this. Ultimately, there is

a point where it is included in long term plans, planning documents, and funding. When it gets to that point, there should be some kind of an agreement as a unified group. There is really no objection to studying and going forward. It is when you get results of the study and how will the two parties deal with the money issue and how that would work in the document for the overall plan?

Marvin Krout said that Personal Rapid Transit will be a subject of discussion as part of the Multi-Modal Transportation Study. If you read the paragraph that the City approved, it is not a policy direction but a definition of Personal Rapid Transit. Its only descriptive information to help someone reading the plan understand what PRT is all about. There isn't a policy difference between the City and County but how they prefer to see the emphasis on PRT expressed or not expressed.

Randy Peters asked what the definition was of a PRT? Kent Morgan said that PRT is basically a elevated system that has small modules that run along this rail and can be suspended from there and move in response to the bands that are introduced to the system. For example, if you want to go somewhere, you get on the system and it will direct that particular unit to wherever you want to go. It is a highly automated system, but it needs to be well distributed throughout the City if it is going to be functional at all.

Allan Abbott's concerns are that he did not want a conflict that would cause a problem with any plan. After the study is completed, the City and County will have to make a decision on how to pursue this.

Allan Abbott was wondering, if, at one of our next meetings, the State would be willing to give the Technical Committee a briefing on its philosophy, its proposal, and its vision on total transportation system, not only in the state, but also the City. How do we proceed with those plans as well as planning projects and developing our Long Range Transportation Plan for the next several years? Randy Peters said that he would be the point of contact for the Technical Committee.

Meeting was adjourned.